

FLD 585

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

~~SECRET~~/CONTROL US OFFICIALS ONLY
SECURITY INFORMATION

50X1-HUM

COUNTRY	USSR (Arctic)	REPORT	
SUBJECT	Port of Arkhangelsk	DATE DISTR.	18 September 1953
DATE OF INFO.		NO. OF PAGES	3
PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	50X1-HUM

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

50X1-HUM

2. The quay at Sawmill No. 16-17 is situated on the west side of Solombala (N 64-36, E 40-33). It is long enough to accommodate four or five ships, and the depth of the water alongside is 23 or 24 feet. The quay is equipped with a large office building and a hut for the workers, where they take their meals. Near the quay, there is a large shed where a considerable amount of lumber could be stored.

3. The quay at Sawmill No. 9-10 is situated on the south side of Keg Island (N 64-32, E 40-28). It is long enough to accommodate two vessels at the same time for loading purposes. There is a waiting berth for a third vessel. According to the shipping agent, there is 18 feet, 6 inches of water at the west end of the quay, while at the eastern end of the quay the water is deeper.

There is no equipment of any kind on the quay, and it is believed that there is only one sawmill at the quay. a tall chimney stack and there is a lumber elevator.

50X1-HUM

4. The quay at Sawmill No. 12 is situated on the east side of Khabarka Island (N 64-36, E 40-28), which is opposite Solombala. The quay is very small, and can berth only one vessel at a time.

just off the quay face, there is 20 feet of water in the channel. It is difficult to berth at this quay, and the services of a tug are required to warp in alongside. In order to berth here, it is necessary to follow the channel and turn in towards the quay at the point marked 128. There was no railway service on the island, and all lumber was hauled by horse-drawn carts.

50X1-HUM

~~SECRET~~/CONTROL US OFFICIALS ONLY

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC							
-------	---	------	---	------	---	-----	---	-----	--	-----	--	--	--	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

SECRET/CONTROL US OFFICIALS ONLY

-2-

5. [redacted] coal depots at Arkhangelsk Pier Station, Port Ekonomiya (approximately N 64-42, E 40-31), and at Moseyev Island (N 64-33, E 40-31), south of Solombala. 50X1-HUM
6. [redacted] there are two shipyards on Solombala. The larger shipyard is situated in the bay between Moseyev Island and Solombala proper. In this bay, [redacted] a slipway on which there was a warship of 3,000 or 4,000 tons dead weight. There were also a number of small cantilever cranes. [redacted] two floating drydocks just off this shipyard. 50X1-HUM
The larger drydock is capable of lifting a vessel of 6,000 or 7,000 tons dead weight; the other drydock was somewhat smaller. A newly completed cargo vessel of 2,000 or 3,000 tons dead weight was observed in the fitting out stage. Its masts were being erected by the unusual method of building them within a framework of scaffolding erected on the deck. Many more vessels, of between 3,000 and 4,000 tons, were undergoing overhaul at this shipyard. 50X1-HUM
7. The other shipyard is on Solombala, south of the quay serving Sawmill No. 16-17. [redacted] At this shipyard, 50X1-HUM
[redacted] an iron or steel ship of 800 or 1,000 tons dead weight under construction. The hull of this vessel was completed, and work was being done on the superstructure. [redacted] two or three wooden vessels. 50X1-HUM
[redacted] flat-bottomed barges are also built at this shipyard.
8. A third and smaller shipyard, which builds wooden barges, is situated on the left bank of the Dvina River below Arkhangelsk, but its exact position is not known. 50X1-HUM
9. [redacted] several small ships loading and unloading at Port Ekonomiya. There was also a new merchant ship of about 2,000 tons, which was probably being fitted out. 50X1-HUM
10. [redacted]
11. [redacted] a large training ship or troopship, of about 14,000 tons dead weight, in the Dvina River. The ship had a very high foredeck, a low afterdeck, and a narrow stern. It had a naval mast, with many signal halyards and equipment, above the bridge. The ship had one stack, and the bridge was described as being high and turret-shaped. There were guns mounted on the foredeck and the afterdeck.
12. [redacted] two large new vessels [redacted] presumed to be railway ferries, in a little bay on the south side of Arkhangelsk. The vessels, which were identical, were 300 feet in length and broad of beam. The superstructure was high, and about 30 feet long; it was located forward, and the bridge was located on top of this superstructure. Each vessel had a bow ramp which was between 15 and 20 feet high; [redacted] 50X1-HUM
[redacted] the ramps were in a raised position. Under the superstructure [redacted] were two sets of rails. Each vessel had one stack. [redacted] these crafts were railway ferries, and [redacted] they were propelled by two engines, one to port and the other to starboard. [redacted]
13. In Arkhangelsk, a large new building was under construction on the waterfront next to the harbor offices. The harbor offices are fenced in and guarded by armed sentries. Additional passes are required to gain entry to this area.

SECRET/CONTROL US OFFICIALS ONLY

SECRET/CONTROL US OFFICIALS ONLY

-3-

15. [redacted] the port was freezing over [redacted] The bridge linking Solombala and Arkhangelesk had been dismantled, and all traffic went across the ice. There was a small open channel in the middle of the river, which was spanned by planks for pedestrian traffic. The buoy marking the position of the Dvina lightship had been removed.

SECRET/CONTROL US OFFICIALS ONLY